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ABSTRACT

The New Orleans Public Schools' Department of Planning has been concerned with school children as pedestrians for the past five years. The safety issues include the streets, the drivers, and the children. First, the streets contribute to the hazard because many major streets traverse residential areas; many streets serve as major commuter highways; pedestrian tunnels, pedestrian bridges, and safe sidewalks are lacking; and there is considerable truck traffic. Second, drivers speed through school zones and double park while waiting for their children. Finally, children are often too small to be seen by drivers and cross streets with less discretion than adults. To promote safety, principals should examine school zone signs and report inadequacies; the Department of Planning and principals should identify locations needing flashing lights, one-way streets, and no-parking zones; the Planning Department should minimize student pedestrian crossing of major streets when planning attendance zones; the New Orleans Police Department should expand the enforcement of school zone speed limits; the areas of instruction, curriculum, and staff development should consider pedestrian safety; elementary schools should have a school safety patrol; and New Orleans should found a full-service program of school crossing guards. Three-fourths of the document is comprised of data from a survey of crossing guard programs in 34 school districts in the United States and crossing guard proposal plans at 127 New Orleans public schools. (RG)

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AN ANALYSIS OF THE SAFETY ISSUES INVOLVING LOCAL SCHOOL CHILDREN AS PEDESTRIANS

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I. THE PROBLEM

For each of the past two school years, a New Orleans public elementary school student has been struck by an automobile and killed while crossing a major street at or near his school. Several others have suffered less serious injuries while being struck by cars or while jumping out of the way to avoid being struck.

For approximately five years, the New Orleans Public Schools' Department of Planning has been involved with schools and other agencies to promote the safety of school children when they act as pedestrians on the way to and from school. This report is intended to summarize the experience and recommendations developed during that period.

II. THE ISSUES

1. New Orleans Streets

New Orleans has over 110 officially designated major streets (Major Street Plan for New Orleans; Adopted April 1, 1986; City Planning Commission; COB 813G Folio 8). Most of these streets pass through residential areas and must therefore be crossed by children walking to and from school.

Many of these major streets carry into the city on each week day approximately 78,000 non-resident workers, 21,000 tourists and 15,000 shoppers, in addition to normal within-parish traffic. These commuters travel mostly on surface streets at the same time children walk to school. Consequently, many streets (such as North and South Carrollton Avenues, Canal Street, North and South Claiborne Avenues, St. Claude Avenue, and Gentilly Boulevard) function as major highways to be crossed only with extreme caution by pedestrians.

The flat topography and high water table of the city prevent the construction of pedestrian tunnels and bridges to avoid conflicts with vehicles.

The streets are often in poor condition due to the chronic lack of sufficient revenues to correct potholes caused by an unfavorable climate and soil conditions. Safe sidewalks are often absent. Also, the activities associated with the shipping and railroad industries result in significant truck traffic. All of these problems aggravate the hazards to school-age pedestrians.

2. New Orleans Drivers

School and police officials often report problems associated with local driver attitudes, especially with regards to vehicle-pedestrian conflicts. Frequently, highly visible controls such as traffic police radar traps and school crossing guards help slow down drivers near school zones; but vehicles often race through the zones when these visible agents are absent. Also, it should be noted, tens of thousands of weekday automobiles are driven by non-residents of Orleans Parish.

Persons driving directly to and from schools, predominantly parents and staff, are naturally very aware of the safety needs of children and drive accordingly. However, some schools, most notably Crossman and Harte, have had problems with their own parents double parking and partially blocking traffic while waiting for children to be dismissed in the afternoon. Such activities are extremely unsafe.

3. School Children

School children, because of their age, size, and immaturity, are particularly at risk as pedestrians. Physically, they are often too small to be seen by drivers when entering streets from behind parked cars. To them, the world is often an exciting and adventurous place; they often do not recognize danger. They are susceptible to mood changes which might pre-occupy them, and they are very peer-conscious and frequently engage in playful conversation with friends while walking.

Essentially, children often cross streets with less attention than might be expected from adults. This fact, especially when combined with speeding traffic or inattentive drivers, greatly increases the risk of injury and death.

Other factors which contribute to the vulnerability of children include frequent rainstorms in New Orleans, high ridership of public transit, and high crime rates in some neighborhoods, all causing children to rush when walking.

III. SOLUTIONS

1. New Orleans Streets

a. School Zones

According to City codes, the City Traffic Engineer is authorized:

1. To designate as school zones those roadways or portions thereof adjacent to a school where children of the seventh or lower grades attend on a regular basis and are likely to cross such roadways as pedestrians in going to or from the school.

2. To designate as school crossings those intersections which, although not directly adjacent to such a school, are used regularly by such children as pedestrians as the way to and from school.

3. To designate such other portions of streets or intersections as school zones or school crossings where traffic and engineering investigations determine the need for such zones and crossings (MCS 3816, MCS 4347).

Approximately four years ago, the Department of Planning surveyed all schools to determine if they were adequately served by school zones and crossings. Since that time, many new deficiencies have been noted. All problems were reported to the City Traffic Engineer, who has responded reasonably quickly to correct the problems.

Recommendation 1a: That each principal of schools with grades 7 or lower inspect the school zone and crossing signage around their schools at the end of each school year and report any deficiencies to the Department of Planning for transmittal to the City Traffic Engineer so that deficiencies can be corrected prior to the start of the next school year.

b. Flashing Lights

Flashing lights are used to highlight school zones and crossings where traffic would be expected to normally move at or above 35 miles per hour (such as on Napoleon Avenue or North Robertson Street). They could also be used where drivers might not notice passive signage due to distractions, such as in the Vieux Carre.

In recent years, the City has used state funds and local bond money to install at least 20 new pairs of flashing school zone or crossing lights. (The lights cost at least $7000 per pair, installed.) However, many hazardous corners recommended for lights by the Department of Planning to the City Traffic Engineer remain unprotected due to funding limitations.

Recommendation 1b: That the Department of Planning work with principals to identify locations needing flashing lights, and that school, local, and state officials cooperate to develop funding sources for their installation.

c. Other Traffic Engineering Solutions

According to City codes (MCS 3816; MCS 8850), the Public Parking Administrator may erect signs indicating no parking upon that side of any street adjacent to any school property when parking would interfere with traffic or create a hazardous situation. The Planning Department has referred

principals' requests for no-parking zones to the Parking Authority, who has responded favorably in general.

In some instances, traffic safety can be promoted by the use of one-way streets around schools, thus eliminating head-to-head conflicts between vehicles. The Planning Department has worked with principals to obtain neighborhood petitions to have some streets made one-way. These requests have been forwarded to the City Traffic Engineer, who responded quickly to one request and slowly to three others.

Recommendation 1c: That the Department of Planning continue to work with principals to identify needed one-way streets and no-parking zones for referral to City officials, and that the City give such requests a priority for investigation.

d. School Attendance Zones

Wherever possible, school attendance zones should be developed to minimize student crossings of major streets. However, with other dangerous barriers such as railroads and canals present in our city, this is not always possible. Nevertheless, the proposed new computerized geosystem for attendance zone planning will allow for greater analysis of pedestrian problems prior to establishing zones.

Recommendation 1d: That the Planning Department continue to minimize student pedestrian crossing of major streets when planning attendance zones.

2. New Orleans Drivers

a. Traffic Enforcement

Although recent manpower shortages have reportedly affected all Police Department operations, the Planning Department has generally experienced a

cooperative spirit among police officials to establish speed traps in school zones in response to specific complaints. However, it appears that vigorous enforcement alone does not deter local drivers from ignoring traffic laws.

Recommendation 2a: That the Police Department continue and expand the vigorous enforcement of school zone and crossing speed limits.

b. Public Awareness

The local media has cooperated with schools in periodic public service announcements and features on school zone safety and in publicizing the danger to child pedestrians caused by careless drivers. The Department of Information and Community Services has made school safety awareness an annual priority. The 1985 Superintendent's Task Force on School Safety and Security recommended a full-scale public relations blitz including a slogan, bumper stickers, posters, and radio and television air-time.

Recommendation 2b: That the School Board, City, Archdiocese of New Orleans, American Automobile Association, ACORN, Metropolitan Safety Council, PTA, etc., sponsor a public campaign to make the 1987-88 school year free of school children pedestrian deaths.

3. School Children

a. Safety Education

Traffic safety education has always been an important part of the modern education of young children, whether taught by the school, the parents, or the media. And such has certainly been the case in recent years. However, the 1985 Superintendent's Task Force on School Safety and Security recommended a special effort to provide training to teachers in student safety and traffic awareness and to provide "regular, meaningful instruction to students on

traffic safety." In fact, most children are extremely cautious when crossing streets, except when distracted or rushing.

Now that leadership responsibility for safety education has been placed under the Associate Director of Health, Physical Education, and Athletics, the possibility for achieving the Task Force's recommendation has increased.

Recommendation 3a: That special attention be given over the next two years in the areas of staff development, curriculum and instruction to student pedestrian safety.

b. School Safety Patrols

The School Safety Patrol is a traditional component of the elementary schools of urban and suburban America. These older children, under the leadership of a faculty or parent sponsor, do not control traffic but rather assist children across major streets (directing the children rather than the traffic) and serve as highly visible reminders to motorists of school zones and crossings. These activities promote safety for the total school community and develop leadership and social responsibility skills for participants.

The American Automobile Association (AAA) has agreed to assist schools in the establishment and operation of School Safety Patrols through the following means:

1. Conducting sessions with current and potential adult sponsors,
2. Conducting training sessions with student members,
3. Assisting schools in obtaining badges, signs, flags, cones, and other safety equipment, and
4. Working with the Center for Instructional Media and Technology to produce training and awareness video tapes.

Recommendation 3b: That all elementary schools have an operating School Safety Patrol and that the School District work with AAA to establish and train the patrols.

c. School Crossing Guards

The importance of school crossing guards for the safe travel of school children was illustrated during the winter of 1986-87 when the City cut guard service from its budget. Many children were unable to cross major streets except at great risk, several students were injured, and one child was killed. School guards, duly commissioned by the Police Department, perform a range of pedestrian safety functions, including being a highly visible reminder of children crossing streets, controlling and directing children, and controlling and directing traffic. As such, school crossing guards are related to all three issues of safety: streets, drivers, and children.

For several years, at least since 1979, the City has provided crossing guard service at 77 to 80 locations. Approximately 60 of these locations are identified with public schools, and the balance private or parochial schools, although children from all schools typically might cross at a given location. The Department of Planning has frequently requested additional service at other locations only to be told by the City Administration that the overall level of service was frozen. Consequently, the past level of service has been continually below need.

After the controversial termination of guard service in October 1986, the City, School Board, and Archdiocese each funded $30,000 to provide the service during the months of February through May 1987. Except for that period (October 1986 - May 1987), the City has funded the service.

According to the School Board's attorney, the Board may not legally operate school crossing guard service but may pay the City to do so. This report does not address the determination of funding source but is intended to address the need for a permanent, stable source of funding for the service in order to protect the lives of school children.

During July 1987, staff members from the Management Planning Unit of the Department of Planning surveyed 34 school districts to determine the extent to which school crossing guard service is provided in other cities (see Table A). Of these 34 school districts, 32 had paid adult crossing guards, of which only 3 programs were funded by school district funds. The 2 school districts without paid adult guards had either volunteer parents or older children serving in place of paid guards. It can therefore be concluded that paid adult school crossing guard service is typical in American cities and is usually funded by city or county government, rather than school districts.

TABLE A:
SURVEY OF CROSSING GUARD PROGRAMS
IN OTHER SCHOOL DISTRICTS (1987)

	School District	Paid Adult Crossing Guards?	Crossing Guards Report To	Funding Source For Crossing Guards
1.	Albuquerque	Yes	Security Dept.	City
2.	Atlanta	Yes	Police Dept.	City
3.	Baltimore	Yes	City Trans. Dept.	City
4.	Baton Rouge	Yes	Police Dept.	City
5.	Boston	Yes	Police Dept.	City
6.	Buffalo	Yes	Police Dept.	City
7.	Chicago	Yes	Police Dept.	Police Dept.
8.	Columbus	Yes	School Principal	Federal Funds
9.	Dallas	Yes	Police Dept.	Police Dept.
10.	Denver	Yes	City Trans. Off.	City
11.	Detroit	Yes	Police Dept.	City
12.	Indianapolis	Yes	Police Dept.	Police Dept.
13.	Jefferson Parish, LA	Yes	Sheriff's Office	Parish Office

TABLE A (Continued)

	School District	Paid Adult Crossing Guards?	Crossing Guards Report To	Funding Source For Crossing Guards
14.	Long Beach	Yes	Police Dept.	Police Dept.
15.	Los Angeles	Yes	Traffic Dept.	City
16.	Miami	Yes	Police/Principal	Police Dept.
17.	Memphis	Yes	Police Dept.	City
18.	Milwaukee	Yes	Dept. Security	School Board
19.	Minneapolis	Yes	School Principal	School District
20.	Nashville	Yes	Police Dept.	Metropolitan Gov't City
21.	New York	Yes	Police Dept.	City
22.	Norfolk	Yes	Police Dept.	City
23.	Oakland, CA	Yes	Police Dept.	City
24.	Omaha	Yes	School Principal	School District
25.	Pittsburgh	Yes	Police Dept.	City
26.	Portland, OR	No	N/A	N/A
27.	Rochester	Yes	Police Dept.	City
28.	St. Louis	Yes	Police Dept.	City
29.	St. Paul	Yes	School Principal	State Hazardous Crossing Tax
30.	St. Tammany Parish, LA	Yes	Police Dept.	City
31.	San Francisco	Yes	Police Dept.	City
32.	Shreveport	Yes	Police Dept.	City
33.	Topeka	No	School Principal	No cost volunteer service
34.	Washington	Yes	Police Dept.	City

In order to determine the need for crossing guard service in local public schools, the Director of Planning worked with the Area Associate Superintendents to survey all principals. Principals reported the need for 131 guards, a figure which was reduced to 127 after validation by the Planning Department and further discussion with principals. This level is over twice the level of support provided public schools during recent years. Table B presents the school crossing guard proposal for 1987-1988.

The total cost of the guard service would thus be as follows:

Public Schools		
127 guards at $2100 per year	=	$266,700
Administrative costs at 5%	=	13,335
Public Schools subtotal	=	$280,035
Non-Public Schools		
19 guards at $2100 per year	=	$ 39,900
Administrative costs at 5%	=	1,995
Non-Public Schools subtotal	=	$ 41,895
TOTAL COST	=	$321,930

AAA has indicated a willingness to assist in the training of guards.

Recommendation 3c: That the City establish a full-service program of School Crossing Guards, including all 127 guards proposed herein for the New Orleans Public Schools.

TABLE B: **SCHOOL CROSSING GUARD PROPOSAL**

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NUMBER OF GUARDS NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delete
Abrams	6519 Virgilian	0	1	Dwyer at Virgilian
Allen	5625 Loyola	1	2	Nashville at Loyola Loyola at Joseph
Audubon Montessori	428 Broadway	0	1	Broadway at Garfield
Bauduit	3649 Laurel	0	1	Louisiana at Laurel
Behrman	715 Opelousas	0	1	Opelousas at Valette
Benjamin	4040 Eagle	0	0	
Bienville	1456 Gardena	0	0	

SCHOOL CROSSING GUARD PROPOSAL

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delete
Bore	5100 Cannes	1	2	Cannes at Granville Dwyer at Cannes
Bradley	2401 Humanity	0	2	Franklin at Sage Elysian Fields at Pleasure
Chester	3929 Erato	1	1	Erato at S. Dorgenois
Claiborne	4617 Mirabeau	2	3	Press at Mirabeau Louisa at Mirabeau Congress at Mirabeau
Coghill	5500 Piety	0	1	Press at Mendez
Couvent	2021 Pauger	0	1	St. Claude at Pauger
Craig	1423 St. Philip	2	3	N. Claiborne at St. Philip (No. Side) N. Claiborne at St. Philip (So. Side) Orleans at N. Villere

SCHOOL CROSSING GUARD PROPOSAL

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NUMBER OF GUARDS NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delete)
Crocker	2300 Gen. Taylor	1	2	Marengo at LaSalle Marengo at Liberty
Crossman	4407 So. Carrollton	1	2	So. Carrollton at Baudin So. Carrollton at Banks
Danneel	3411 Broadway	0	2	Earhart at Broadway Washington at Pine
Davis	7701 Grant	1	2	Grant at Wilson Dwyer at Viola
Dibert	4217 Orleans	0	1	Orleans at No. Solomon
Dunbar	9330 Forshey	0	1	Earhart at Hamilton (guard to detour children under overpass at Cherry rather than to cross them at Hamilton)
Dunn	3601 Desire	1	1	Desire at the school

SCHOOL CROSSING GUARD PROPOSAL

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delet
Edison	1339 Forstall	3	4	No. Claiborne at Forstall (No. Side) No. Claiborne at Forstall (So. Side) St. Claude at Forstall (No. Side) St. Claude at Forstall (So. Side)
Edwards	3039 Higgins	1	2	Higgins at Metropolitan Louisa at Pleasure
Eisenhower	3700 Pines	1	1	Tall Pines at Tall Timbers
Fischer	1801 Whitney	1	1	Semmes at Whitney
Fisk-Howard	211 So. Lopez	2	4	Canal at Lopez Cleveland at Lopez Jeff Davis at Palmyra Banks at Rendon
Frantz	3811 No. Galvez	1	2	Galvez at Alvar Galvez at Pauline
Gayarre	2515 No. Robertson	0	2	No. Robertson at Arts No. Claiborne at Arts

SCHOOL CROSSING GUARD PROPOSAL

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NUMBER OF GUARDS NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delete
Gentilly Terrace	4720 Painters	0	1	Mirabeau at Painters
Gordon	6101 Chatham	1	1	Robert E. Lee at London Ave. Canal Bridge
Guste	2625 Thalia	1	2	Magnolia at Thalia So. Robertson at Thalia
Habans	3819 Herschel	1	2	Mercedes at Herschel MacArthur at Holiday
Hardin	2401 St. Maurice	1	2	Tupelo at No. Dorgenois St. Maurice at No. Tonti
Harney	2503 Willow	1	1	Willow at Third
Harte	5300 Berkley	2	2	Eton at Berkley #1 Eton at Berkley #2

SCHOOL CROSSING GUARD PROPOSAL

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delet
Hayne Blvd.	12000 Hayne	0	0	
Henderson	1912 Whitney	1	1	Whitney at the school
Hoffman	2622 So. Prieur	1	2	Washington at So. Prieur Third at So. Prieur
Hynes	990 Harrison	1	1	Harrison at Gen. Haig
Jackson	1400 Camp	1	2	Magazine at Terpsichore Camp at Terpsichore
Johnson	1800 Monroe	0	1	Hickory at Eagle
Jones	1901 No. Galvez	2	2	No. Miro at Annette No. Galvez at Annette

SCHOOL CROSSING GUARD PROPOSAL

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NUMBER OF GUARDS NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delete
Lafayette	2727 So. Carrollton	1	2	So. Carrollton at Belfast Walmsley at Short
Lafon	2601 Seventh	1	3	Magnolia at Seventh Freret at Seventh LaSalle at Sixth
Lake Forest Montessori	8258 Lake Forest	0	0	
Laurel	820 Jackson	2	2	Jackson at Laurel Jackson at Annunciation
Lawless	2330 Andry	0	1	Andry at No. Rocheblave
Lee	1607 So. Carrollton	1	1	So. Carrollton at Birch
Lewis	1116 Jefferson	0	1	Magazine at Jefferson

SCHOOL CROSSING GUARD PROPOSAL

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NUMBER OF GUARDS NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delete
Little Woods	10200 Curran	0	1	Read at Curran
Lockett	3240 Law	2	2	Desire at Florida Desire at Law
Lusher	7315 Willow	0	1	Broadway at Willow
McDonogh #7	1111 Milan	1	1	Magazine at Milan
McDonogh #15	721 St. Philip	1	2	No. Rampart at St. Philip Bourbon at St. Philip
McDonogh #19	5909 St. Claude	1	2	St. Claude at Alabo St. Claude at Gordon
McDonogh #24	421 Burdette	0	0	

SCHOOL CROSSING GUARD PROPOSAL

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delete)
McDonogh #31	800 No. Rendon	0	2	St. Ann at No. Lopez Orleans at No. Lopez
McDonogh #32	800 DeArmas	1	1	DeArmas at Belleville
McDonogh #36	2101 Freret	1	2	Jackson at Freret Simon Bolivar at Josephine
McDonogh #38	1307 Dryades	0	2	Dryades at Thalia So. Rampart at Thalia
McDonogh #39	5800 St. Roch	1	1	Franklin at Athis
McDonogh #40	4348 Reynes	0	0	
McDonogh #42	1651 No. Tonti	1	2	St. Bernard at No. Tonti No. Miro at Onzaga

SCHOOL CROSSING GUARD PROPOSAL

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delete
Meyer	2013 Gen. Meyer	2	2	Gen. Meyer at Behrman Gen Meyer at Numa
Moton	3000 Abundance	0	2	Louisa at Abundance #1 Louisa at Abundance #2
Nelson	1300 Milton	1	2	St. Bernard at Milton St. Bernard at St. Denis
N.O. Free School	3601 Camp	0	1	Magazine at Antonine
Osborne	6701 Curran	0	1	Martin at Curran
Palmer	1339 Clouet	2	3	No. Robertson at Clouet St. Claude at Clouet No. Claiborne at Clouet
Phillips	3800 Cadillac	1	1	St. Bernard at Foy

SCHOOL CROSSING GUARD PROPOSAL

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delete
Rogers	2327 St. Philip	0	1	No. Miro at St. Philip
Rosenwald	6501 Berkley	0	2	Berkley at Sullen Berkley at Dickens
Schaumburg	9440 Springwood	0	1	Grant St. behind the school
Shaw	2518 Arts	2	2	Franklin at No. Dorgenois #1 Franklin at No. Dorgenois #2
Sherwood Forest	4801 Maid Marion	0	1	Wright at Pressburg
Washington, Geo.	3819 St. Claude	2	4	St. Claude at Alvar #1 St. Claude at Alvar #2 No. Claiborne at Alvar No. Robertson at Alvar
Wheatley	2300 Dumaine	1	2	Orleans at No. Tonti No. Miro at Dumaine

SCHOOL CROSSING GUARD PROPOSAL

FOR YEAR 1987-88

SCHOOL	ADDRESS	NUMBER OF GUARDS CURRENT YEAR	NUMBER OF GUARDS NEXT YEAR	PROPOSED LOCATIONS (Keep/Add/Delete)
White	3519 Trafalgar	1	2	Gentilly at Trafalgar Trafalgar at Derby
Wicker	2011 Bienville	2	3	No. Claiborne at Bienville No. Claiborne at Conti No. Galvez at Conti
Williams, S.	3127 M. L. King	0	1	Thalia at So. Roman
Wilson	3617 Gen. Pershing	0	1	So. Broad at Napoleon (or Walmsley/ Gen. Pershing)
TOTAL	36	61	127	37